

Eastgate/I-90 Land Use and Transportation Project

Project Scope

Approved by the Bellevue City Council on February 1, 2010.

Scope of Work and Anticipated Products

The project scope will involve the following major elements:

- Economic and market analysis. With the help of consultants, the existing employment and business mix in the area will be evaluated, and long-term growth prospects for the area will be analyzed for a variety of land uses.
- Land use alternatives. Based in part on analysis of the area's constraints and opportunities, the economic/market analysis, input from community stakeholders, and other factors, land use alternatives will be generated for additional analysis.
- Transportation analysis. Any revised future land use vision for the corridor will require regional access, adequate circulation within the area, and mitigation of impacts to surrounding areas. The transportation impacts of each land use alternative will be modeled and evaluated. The results of this analysis will help identify a preferred land use alternative, with an appropriate package of multi-modal transportation strategies.
- Early consideration of ST-3 improvements for I-90 corridor. Staff is not expecting work on ST-3 to proceed during the tenure of this project, and it is currently unclear whether it is reasonable to assume that light rail extensions along this corridor could be implemented by 2030, which is the timeframe for this study. However, it is to the City's advantage to consider the impacts and benefits of potential transit corridors as part of this planning effort. Preliminary discussions will take place with the City of Issaquah, Sound Transit, and other agencies on potentially desirable high capacity transit routes and station locations in advance of the Sound Transit ST-3 study.
- Greenhouse gas and health impact analysis. In accord with Washington State greenhouse gas (GHG) reductions goals, the plan will explore means to reduce GHG emissions in the study area. In addition, grant opportunities will be explored that would allow the project to assess the health impacts that could result from land use and transportation changes.
- Selection of a preferred alternative. Based on the evaluation of alternatives and public input, a preferred alternative will be selected. The preferred potential development patterns will be refined and illustrated. In addition to land use and urban amenities, the preferred alternative will include the transportation improvements needed to accommodate the vision, and strategies to minimize impacts to surrounding areas.
- Integrated GMA planning and SEPA environmental review. This concept emphasizes beginning environmental review as early in the planning process as possible so that environmental considerations can effectively inform the development and evaluation of project alternatives, and create a more efficient SEPA process.
- Financing and implementation strategies. A financial strategy will be prepared to guide funding of the transportation, urban amenities and other improvements needed to realize the preferred alternative.